

COUNTRY Approved For Release 2000/06/08 : CIA-RDP82-00457R0464
25X1ATOPIC Oranienburg Airfield

INTELLUFAX 14

EVALUATION see below PLACE OBTAINED 25X1ADATE OF CONTENT 25X1ADATE OBTAINED 13 September 1951REFERENCES 25X1APAGES 6 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Aircraft observed in the northern section of Oranienburg airfield on 17 July 1951 included: 17 jet bombers; 2 twin-engine aircraft with double rudder assemblies and plexiglass noses; and 5 relatively small planes covered with tarpaulins. (1)
2. Three different types of jet bombers were observed. One group had reinforced wing tips, another had smooth wings, while a third group had wing tips with a conspicuously strong reinforcement. (2)
3. The following flying activities were observed on 17 July:

Time	Activity	Aircraft
9:10 a.m.	Take-off	1 jet bomber
9:12 a.m.	" "	1 high-wing monoplane
9:17 " "	Landing	1 jet bomber
9:22 " "	Take-off	1 twin-engine plane with double rudder assembly
9:31 " "	Landing	1 jet bomber
9:45 " "	" "	1 jet bomber
9:51 " "	Take-off	1 jet bomber with heavily reinforce wing tips
10:03 " "	Landing	1 high-wing monoplane
10:12 " "	Take-off	Same plane
10:45 " "	" "	1 jet bomber with red 03 on front side of fuselage
11:07 " "	" "	1 jet bomber with heavily reinforced wing tips

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<u>Time</u>	<u>Activity</u>	<u>Aircraft</u>
11:09 a.m.	Take-off	1 jet bomber with reinforced wing tips and plexiglass cockpit
11:20 "	" "	1 jet bomber with red number 03, without plexiglass cockpit
12:26 p.m.	" "	1 jet bomber
12:37 "	Landing	1 jet bomber
1:12 "	Take-off	1 high-wing monoplane
1:16 "	Landing	1 jet bomber without plexiglass cockpit
1:39 "	Take-off	1 jet bomber with red 03
1:43 "	" "	1 jet bomber without number and with heavily reinforced wing tips
1:45 p.m. and 2:02 p.m.	" "	1 twin-engine plane with double rudder assembly and plexiglass cockpit

40

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5. A Dumbo type radar set was observed near the canal on the eastern edge of the field. The set rotated continuously during flying activity at the field. A radio installation with four masts of the same type previously seen in Grossenhain and Brandis was located near the canal south of the Dumbo type radar set. (h) Three van-like trucks, each fitted with an antenna rod 4 to 5 meters high, were parked at the eastern edge of the field.

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6. During the period from 29 June to 10 July, a tent camp was being set up in the restricted Leisse Stadt area in Oranienburg, on both sides of Rudolf-Breitscheid-Strasse, about 100 meters from the air force school. About 20 tents, each approximately 4.5 x 4.5 x 3.5 meters, were seen on each side of the street. An acquaintance of source stated that 800 to 1,000 air force ground personnel and air defense personnel were quartered in the tent camp. The newly arrived flying personnel moved into the building called Stab der Flieger, while the headquarters, previously located there, moved into the opposite building. (5) On 13 July, the tents erected east of Rudolf-Breitscheid-Strasse were transferred to the open area north of the air force school.

7. At 1 p.m. on 17 July, a jet bomber fitted with a container at each wing tip was seen in the air for the first time. About 4:30 p.m., nine single-engine monoplanes landed at the field. On 16 July, passenger car [REDACTED] on 18 July, trucks [REDACTED] loaded with about 15 air force officers, were seen.

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8. There was no flying by jet bombers until 3:30 p.m. on 20 July because of unfavorable weather. A pipeline burning in air above, which was fired at by machine guns from the ground, circled over the field. A road maintenance man stated that parachuting was repeatedly observed over the field, up to three men jumping from one jet bomber. (6)

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25X1A

3

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9. On 21 July, there was intensive flying at the field throughout the day. Occasionally, six jet bombers were aloft at the same time. Between 10 and 10:45 a.m. on 23 July, no flights were made. The jet bombers were parked in front of the hangar in an arrangement different from that previously seen. It appeared that new jet bombers had arrived in addition to the 16 previously observed.

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10. Observations made during a prolonged period indicate that no flights were made on Mondays. On 21 and 23 July, passenger car [REDACTED] jeep [REDACTED] were seen in the Weisse Stadt restricted area.

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11. From 7 a.m. to the afternoon of 27 July, there was intensive flying at the field by jet bombers and individual MiG-15s. Mostly individual flights were practiced, but also formation flying in groups of three aircraft was observed. About 9 a.m. a twin-engine plane towing a sleeve target flew over the field. The aircraft that participated in formation flying did not have plexiglass noses. Aircraft with auxiliary fuel tanks were not observed.

12. Aircraft observed at the field on 31 July included: about 15 jet bombers parked, 2 jet bombers flying, 2 twin-engine low-wing monoplanes, 2 twin-engine transports, and 1 biplane.

13. Two types of jet bombers were seen. One type had a plexiglass nose and a plexiglass cockpit fitted above the nose in line with the front of the jets. A plexiglass turret with two gun barrels was seen at the rear of the fuselage. A belly turret fitted with a weapon pointing downward at the rear was fitted under the fuselage in line with the cockpit. All the aircraft of this type were fitted with auxiliary wing tip containers about one half or one third the size of the jets. The other type of plane did not have a plexiglass nose, no belly turret, and had no wing tip containers. Most of the planes of this type had pointed metal noses. All the planes were fitted with two cockpits in tandem with the rear cockpit being elevated. An estimated 400 men, most of them wearing black-bordered blue and red-bordered black epaulets, were stationed at the field.

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14. Motor vehicles observed at the field included trucks [REDACTED] driven by soldiers wearing black-bordered blue epaulets; truck [REDACTED] driven by soldier wearing red-bordered black epaulets; passenger car [REDACTED] and truck [REDACTED] driven by soldiers wearing black-bordered blue epaulets; and tank truck [REDACTED] which had a capacity of about 2,500 liters.

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15. The following flying activities were observed on 23 July:

Time	Activity	Aircraft
3:20 p.m.	Take-off,	1 jet bomber
3:30 p.m.	" "	1 jet bomber
3:55 p.m.	Landing	1 jet bomber with red number 02, no plexiglass nose
4:10 p.m.	"	1 jet bomber with red number 20, no plexiglass nose

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All the planes flew over the field. Truck [REDACTED] entered the field. An envelope stamped [REDACTED] was found near the entrance gate of the field. (U)

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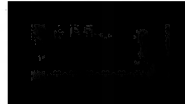
16. Between 4:30 and 6 p.m. on 26 July, there was flying by 1 jet bomber fitted with plexiglass nose and an auxiliary fuel tank, another jet bomber without plexiglass nose with auxiliary fuel tanks, 2 twin-engine aircraft with

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radial engines and double rudder assemblies (larger type); 1 twin-engine aircraft of the same configuration but smaller. The two types of twin-engine planes differed as follows:

- a. The larger type had a circular fuselage section, an obtuse nose, and horizontal wings. The upper side of the fuselage was fitted with plexiglass, had a rear gunner's station, and was dark brown in color.
- b. The smaller type had approximately a rectangular fuselage section with rounded off corners, slim nose, dihedral wings no rear gunner's station and was olive drab. Both types were semi-high wing monoplanes and fitted with radial engines, three-bladed propellers, nose wheels retracting rearward, straight trailing edge on the elevator assembly, and rudder assemblies of the same shape. The smaller type aircraft had a white S on the right side of its rudder assembly. (S)

17. The following flying activities were observed between 9 a.m. and 2 p.m. on 28 July:

<u>Time</u>	<u>Activity</u>	<u>Aircraft</u>
8:55 a.m.	Take-off	1 jet bomber
9:22 " "	" "	1 jet bomber
9:30 " "	" "	" "
9:32 " "	" "	" "
9:34 " "	" "	" "
9:47 " "	" "	1 conventional plane
9:58 " "	" "	1 jet bomber
10:08 " "	" "	" "
10:10 " "	Landing	1 jet bomber with red number 02, no plexiglass nose
10:15 " "	"	1 jet bomber with red number 01, no plexiglass nose
10:23 " "	Take-off	1 jet bomber
10:30 " "	Landing	1 jet bomber with red number 01, no plexiglass nose
10:39 " "	Take-off	1 jet bomber
10:46 " "	Landing	1 jet bomber with red number 01, no plexiglass nose
10:49 " "	"	1 twin-engine plane with double rudder assembly
10:54 " "	"	1 jet bomber with red number 12, with plexiglass nose
11:05 " "	"	1 jet bomber with red number 13, with plexiglass nose

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<u>Time</u>	<u>Activity</u>	<u>Aircraft</u>
11:08 a.m.	Landing	1 jet bomber with red number 16, with plexiglass nose
11:13 "	"	1 jet bomber with red number 18 or 19, with plexiglass nose, number only on rudder assembly
11:53 "	"	1 jet bomber with red number 28, with plexiglass nose
11:54 "	"	1 jet bomber with red number 17, with plexiglass nose
11:55 "	"	1 jet bomber with red number 15, with plexiglass nose
12:10 p.m.	Take-off	1 jet bomber
12:39 "	Landing	1 jet bomber, fitted with auxiliary fuel tanks, plexiglass nose and had a black vertical stripe on its rudder assembly
12:41 "	"	Same type of aircraft
12:45 "	"	" " " "

Flying stopped after 12:45 p.m. It was determined that the aircraft fitted with plexiglass noses had a rear gunner's station with two machine guns, while the aircraft without plexiglass noses had no armament in the tail gunner's stations.

18. The following take-offs and landings were observed on 30 July:

<u>Time</u>	<u>Activity</u>	<u>Aircraft</u>
3:43 p.m.	Take-off	1 jet bomber with red number 18 or 19
3:55 p.m.	" "	1 jet bomber with red number 02
4:05 "	Landing	1 jet bomber
4:08 "	"	1 jet bomber
4:12 "	Take-off	1 jet bomber with red number 02
4:20 "	Landing	1 jet bomber
4:29 "	Take-off	1 jet bomber with red number 12
4:30 "	Landing	1 jet bomber with red number 02
4:31 "	Take-off	1 jet bomber with red number 13
4:37 "	" "	1 jet bomber with red number 18 or 19

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6

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<u>Time</u>	<u>Activity</u>	<u>Aircraft</u>
4:42 p.m.	Landing	1 jet bomber
4:57 "	"	1 jet bomber
4:58 "	"	1 jet bomber
4:59 "	"	1 jet bomber
5:22 "	Take-off	1 jet bomber with red number 02

(9)

19. Between 10 a.m. and noon on 2 August, there was no flying. Visibility was about 2 km and the cloud ceiling was about 1,000 meters. Thirteen jet bombers were parked in a line south of the large hangar on the northern edge of the field; 11 jet bombers were parked in a line near the intersection of the two runways; and 1 jet bombers east of the hangar. All the planes were covered with tarpaulins.

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Comments.

- (1) The jet bombers^{are} of type 27 and belong to the regiment stationed at Oranienburg. The total number assigned to this regiment is estimated at about 30. The twin-engine aircraft are presumably Pe-2s or B-25s. The five small planes are possibly fighters temporarily stationed at Oranienburg.
- (2) The reinforcements of the wings are auxiliary fuel tanks also observed by other sources. The existence in Oranienburg of a version of the type-27 plane with reinforced wing tips is reported for the first time. The capacity of the auxiliary fuel tanks is still unknown.

25X1B

- (3) The motor vehicle ~~is~~ reported do not indicate a possible change in the occupation of the airfield.
- (4) The existence of these radio installations is confirmed. See ~~is~~ 25X1A
- (5) The radio installation with four masts is an Adcock DF station.
- (6) The arrival of an additional air force unit was also reported by another source. See ~~is~~ 25X1A

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- (7) Parachuting from type-27 aircraft is reported for the first time. It is possible, however, that parachuting is also practiced from type-27 planes.
- (8) ~~is~~ is assigned to the OATB of the bomber regiment in Oranienburg.

25X1B

- (9) The large type presumably is the B-25. The small type cannot be identified. The Pe-2 is ruled out because the craft is reportedly fitted with a nose wheel.
- (10) All the numbers on aircraft mentioned in the present report were previously observed. A total of 25 numbers on type-27 planes stationed have been identified. It appears that the numbers from 01 to 09 are assigned to type-27 planes without plexiglass noses.

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